

JUNE 2020

NEWSLETTER



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Modelflight

Skyhawks member
Ray Melton with his 4m 1/4 scale IS-B6 Komar



see story page 2



COVID-19 'Stay Home' News

Here is what some of our members are doing while 'staying home' during these Covid-19 restrictions.

Peter Cronin Noarlunga Club {Southern Chapter}





My current build which is a SE5a from a short kit by Bob McEwin. Smaller project than usual but interesting due to the lack of detail and improvising required. Also catching up on repairs and rebuild of a few crash victims.
Regards to all comrades.

Ray Melton Skyhawks Club

A ¼ scale IS-B6 Komar (Mosquito in Polish) 4-meter wingspan, weight ...not exactly sure. This was test flown just before the Isolation shutdown and flew absolutely beautifully! 2 clicks of up trim was all. Built from an Old Gliders kit from Poland. Took about 6-7 months to build. What I like about gliders is you build the fuselage and then you go "Hey, there's no engine, no fuel tank, no fuel proofing, no undercarriage...Hey, I'm finished!!"

Was my first large scale glider and I really enjoyed the build. I am now absolutely hooked on Aerotowing.

A ¼ scale SZD 30 Pirat (Pirate in Polish). 4-meter span as well. Have on just started my Isolation build but it's going swimmingly. Enjoying this too.

Cheers

Ray Melton.















Trevor Gale Adelaide Model Aerosport {Monarto}

Top flight Corsair Gold Kit, 80-inch span, 60cc R3 Saito engine, Sierra main retracts, modified Robart tail retract.



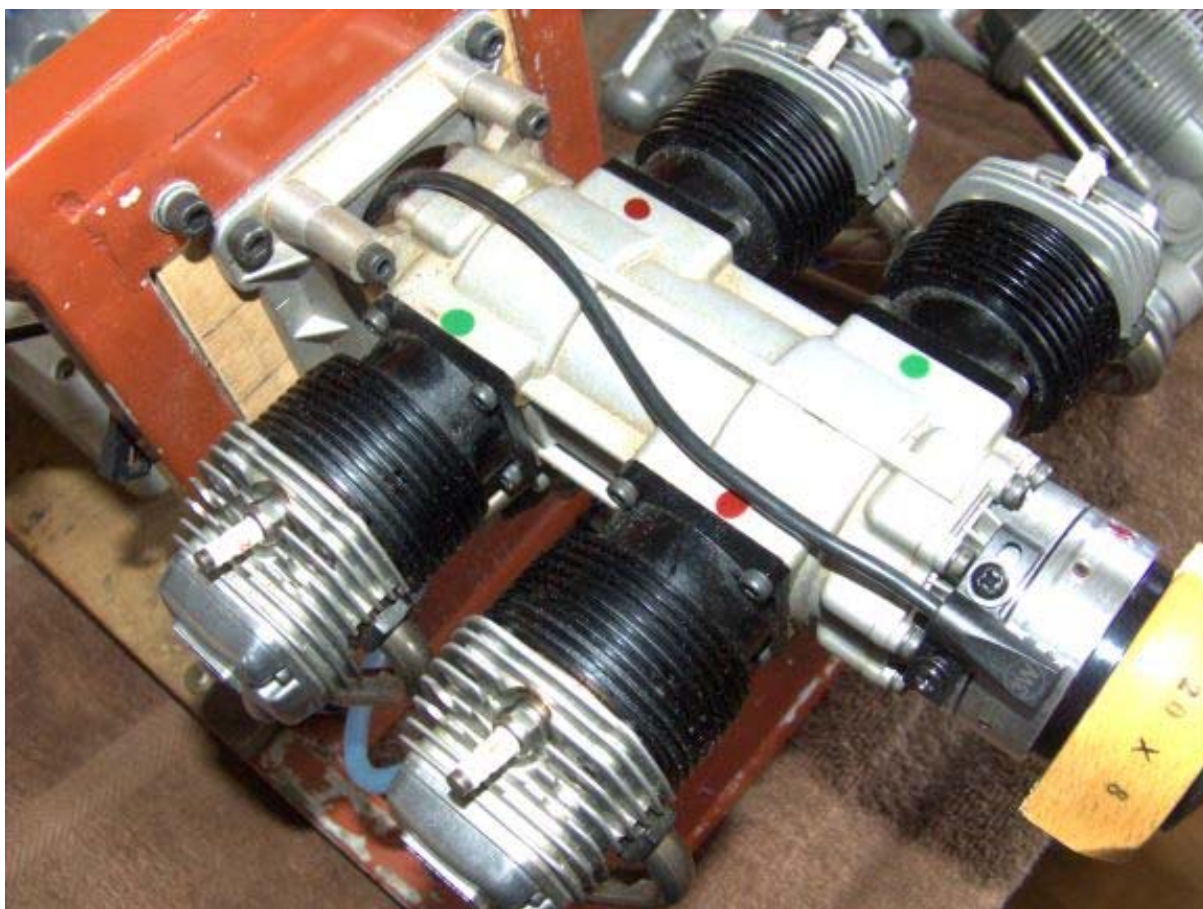


Trevor Woolfitt Strathalbyn Club

I have been using the Covid-19 Isolation time to catch up on some engine overhauls of mine & other club members as well as repairs to a chainsaw and string trimmer. I also came across a set of Robart 1/3 Scale J3 Cub undercart.



Top Left Corner, is an OS 25FX which is mine, it required a set of new bearings. Top Right Corner, is an OS FL70 which is mine, I purchased it second hand, the previous owner purchased a new cylinder head as the old one had damaged exhaust port threads and a set of bearings. The previous owner had tried to remove the cylinder and had managed to distort it so much that the motor would not turn over. I purchased new cylinder and piston and missing back plate, so I have spent a lot of time on this motor. The motor at the Bottom Center is an OS FS200, it belongs to a club member. It had driven itself, at full throttle, vertically into the ground and had buried itself. I had dismantled it and checked the crankshaft for any bending, which as far as I could make out it was straight. I replaced the bearings as they were 'notchy' due to the compaction into the ground.



The motor above is an OS FF320, which is mine. I have finally started the conversion to Rxcel Spark Ignition, still running on Methanol Fuel. The conversion has come to a halt for the time being as one of the Hall Sensors is faulty and I have to order a new one. I will hopefully have this one finished next month {June}. I have now run out of bearings so I will have to place another order so I can finish the rest of the motors.

The Chainsaw & String Trimmer, below, both belong to our M.A.S.A. President.

Both had fuel problems. The chainsaw had a broken fuel line. As it is not easy getting parts for this saw it has taken me some time to find some suitable tubing, both inside and outside diameter. That problem fixed I found the carby would not pump fuel so a carby clean, gaskets and diaphragms were replaced, all is working. I then sharpened the chain and found the bar adjusting screw was stripped, a quick trip to the nut and bolt store and all was repaired.

The String Trimmer had a broken fuel primer bulb, a new one was ordered and fitted {thank you e-bay}. This carby would also not pump fuel. I replaced the metering diaphragm in the carby and all is working. I had to order a special tool so I could adjust the carby, the manufacturers of some of these small engine equipment do this so you have to take it back to their agents for service and repair as they have the tools required {again thank you e-bay}.





I found the undercart, above, on RC Trader late last month. I have a set of Nelitz Plans for the 1/3 Scale Piper Cub, the OS FF320, Cowl, Fuel Tank and Wheels now so I might have to start the build soon.

The next two photos I found on Pinterest. As they do not have any captions I have decided to give all S.A.S.O.S.A. Members the chance to win two 12 months membership for the best captions. The captions will be judged by the Scale Aircraft Society Executive. Entries will close on Sunday the 31st of May 2020. To enter email your captions to t.woolfitt@bigpond.com good luck to you all.

I have included a caption under both of the photos to get your grey matter working.

The last one I also found on Pinterest. I wonder how true it is.

That's all for now. Hope fully all will be back to normal soon.

Cheers.

Trevor W.



Wait for me mummy wait for me!



Sorry mate I did not see you parked there!

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Ringmaster Fly-A-Thon 2020



The Brotherhood of the Ring is sponsoring its 13th Annual Fly-A-Thon event:

October 3th & 4th, 2020

Matt Kania's beloved Ringmaster control line model has been built and flown by more modelers than any other control line model aeroplane!

This is not a contest! No registration is required. There are no entry fees or prizes!

This Fly-A-Thon is to *honour* the most popular CL model ever!!

This year the **South Hummocks MAC** will be holding their participation in this event at

Laundy Field

2721 North Coast Rd, Cassini

Kangaroo Island

Anyone who wishes to camp at the field is more than welcome though you will need to be completely self sufficient. There will be a back to back Portaloo.

We have organised some Large Motorhome sites at a reduced rate at the **Discovery Lagoon Caravan & Camping Grounds**. This is approximately 10 minutes from Mick and Roma Laundys' property. We will be having a Sausage Sizzle BBQ on the Saturday Night, cost will be \$5 a head.

Why not take a little holiday to Kangaroo Island and attach the Ringmaster Fly-A-Thon onto the start, middle or end of your trip. It will also inject a little bit into the islands economy, they need it after the Bushfires and Covid-19.

If you are interested you must contact Ned, email: sthummocks@bigpond.com

Gathering of the Cubs



Date: 13-14 Mar 2021

Time: 0800hrs

South Hummocks MAC

129 Gulfview Rd,

South Hummocks.



WANT TO HELP SET A RECORD?

The Guinness Book of Records has been contacted. SHMAC is attempting to set an Australian Record for the Most Number of Cubs in One Place at One time.

If you have a Cub, any Cub, or you have thought about building a Cub, why not build one and be apart of this attempt. Let us know.

Contact Ned via:

email: sthhummocks@bigpond.com

Peter Lyas, Skyhawks Club

Early Aeromodelling reminiscences my youth)

(Or how I possibly mis-spent

Reading matter that might be absorbed during our COVID-19 enforced "fly at home"

The aeromodelling jottings here are personal recollections which may be of interest to some readers. These are mainly control line activities from the late "50's to mid-70's and then I became inactive as regards aeromodelling between 1975 and 1994. There are names from that era, but despite that relatively few members will recognize them, I have included them for those who will.

When I was about 10, my Dad helped me build a rubber powered Kiel Kraft "Achilles" (UK kit) high wing model. Like most models of that time they had to be built from balsa either using a plan or a kit, and completed with dope/tissue covering. This actually flew quite well, and set me on the road of mangling balsa as a partial career ever since.

In my late high school years, I bought a Taipan 2.5cc diesel, and learned control line modelling with mates from the neighbourhood and school. We mixed our own diesel fuel using equal parts of castor oil, kerosene and ether, – just bought that at a chemist shop – impossible today. When I started working in 1961, I joined the Adelaide University Modellers Club (which did very little flying), and so switched to Holdfast Model Aero Club in mid 1962. This was a control line club generally.

We met in a rear room of the Glenelg Town Hall in the evening. Flying was done in the middle of Morphettsville racecourse, or Colley Reserve at Glenelg.

Meetings were interesting – apart from the business matters, usually someone gave a talk/demo, had indoor RTP flights (Cox Babe Bee, Albon Bambi and Jetex powered mostly), swapped or sold gear, showed slides etc. Founding member Geoff Barron was Secretary then, and I was the Chairman during a couple of years there.

The club made provision for members to have access to cheap glow and diesel fuel, as someone always seemed to do the honours by getting the ingredients in bulk and mixing and selling – BYO containers. This was done at member homes on behalf of the club. In later years, the MAAA banned nitro benzene and tetra nitro methane because someone found out that it was carcinogenic! Ahhhggggh, – isn't ignorance bliss.

I remember one Sunday circa 1965 it really blew hard at Morphettsville, and ordinary flying was out. One member flew his stunt model with a small amount of fuel to get airborne. After the motor cut out, he completed a huge number – 800 to 900 horizontal eights on the downwind side of the flying circle using wind power alone, only stopping when his arm was ready to drop off. I wonder if Roger Duance's record still stands.

Colley Reserve monthly flying was a great institution held by Holdfast club in those days, begun in the early 1950's – 3 control line circles on the lawns on the 1st Sunday of the month.

Star droppers and a piece of rope was all that separated the public from the flyers and models and not too far away either. I remember a flying wing once had both lines cut during combat with another model, and the Johnson 35 powered model of Ian Bristow sped over the heads of everyone. Fortunately, the model crashed into the tall Norfolk Island pine trees which line Colley Terrace on the east side of the lawns without damage to anyone or anything. Wouldn't get away with a set-up like that today!

Although I wasn't flying any Radio-Controlled models in the 1960's, I recall that single channel was mostly the go then. These were vacuum tube Tx and Rx sets with batteries up to 90 volts – non rechargeable zinc/carbon – costly. Most were rudder only, and used a wound-up rubber driven escapement – Wright "Relaytor" was one, and today would be roughly defined as a servo. This was called "bang bang" i.e. neutral, or hard over positions only. The "Rudderbug" was such model with high wing, dihedral and inherently stable. The "Invader" was another popular Aeroflyte kit, usually 0.19 cu in glow powered.

*Interestingly, **multi** proportional 3 channel control was available in the very early '60's with a system that used oscillating control surfaces called "galloping ghost". This was from the USA (can read about and see this on YouTube!).* It didn't prevail for very long, as new generation proportional systems using solid state electronics and tuned reeds in the radio for multi channels became available. These also had new concept electric powered servos using linear output (instead of the usual nowadays rotary) which were marketed by Kraft and Bonner to name a couple – very expensive too! At that time all this was seen as "rich blokes" stuff by many. These systems have since been developed over the decades, morphing into what we use today which are comparatively cheaper, lighter, simpler, with good reliability, and I must highlight the huge leaps also in battery technology since then.

Of course, engine mufflers were never in use when I started power modelling in the late '50's. We did our cause no good at all by flying on suburban ovals for hours on end with straight-out exhausts – e.g. an OS 15 glow on a 7" x 6" prop..... yep, me guilty. Not music to all ears. I recall that Brian Hordocks did a great job wherever he went promoting the virtues of mufflers for C/L in those days. The first muffler I ever saw was fitted onto the Glo Chief 49 motor of Brian's O/D "Larakin" stunt model that he was using soon after his return from the UK. He twice won the Gold Trophy (UK top contest) there for control line aerobatics in 1959 & 1961.

We used to make mufflers for engines up to 6cc capacity using empty steel "sparklet" CO2 bulbs, suitably cut, drilled and filed, then bolted onto the exhaust port. This did reduce the noise, as well as the performance. Nothing possible for radially ported diesels though. Gradually manufacturers marketed mufflers and most people adopted them and eventually became a club rule to use them.

During Christmas 1962-3, a few of us from Holdfast club went to the Camden Nationals in NSW – Ken and Chris Parry, Roger Duance, Lyn Jarvis (son of pioneer ultra-light pilot, Keith) and myself. I well remember Chris Parry won the JUNIOR COMBAT title with yours truly doing the pit work. Of particular interest, he used Aeroflyte Firestreak flying wings, a popular kit at that time. Moreover, he won this champ using Gordon Burford's prototype .35 cu in twin ball race glow motors, which ran extremely well. They were flown with a low pressure tapping on the back plate to get a consistent run from the fuel system. Aeroflyte glow fuel (using purple Shell A methanol) completed a total system of all good old' South Oz manufactured products!

Diverging for a moment, the renowned Gordon Burford was Australia's largest engine manufacturer, and located at West Beach Adelaide. He started in 1946 making diesel and glow engines from about 0.8cc to 10cc under the names of GeeBee, Sabre, GloChief and Taipan. He achieved worldwide fame, ceasing production in 1976. Gordon was kind to Aeromodellers, and if one went to his

factory, he would personally fix or rebuild most sorts of challenges at moderate or sometimes no cost. Peter Burford in Queensland is his son, and also an engine maker using the Taipan name.

I flew in open stunt and gained some experience. R Duance won Open Rat Race with me on the handle. I'd never experienced anything like this before. I recall about 6 models, and pilots flying simultaneously! Many lines tangled, and crashes initially, no hard hats were worn, and I have distinct memories of a mud pit in the centre at the conclusion. Yes, it rained heavily just before the start of 200 lap final.

When the Strathalbyn Nationals were held Xmas 1963-4, a tribe of us went there and camped on the oval in a big tent for the week. Names I recall who went there in that group: Ian Bristow, Chris Parry, myself, Malcolm Pring, John McCulloch, Trevor Dowling, and Zoltan Beldi. This group had knocked around for a couple of years by this time. We had tee-shirts made up for these Nationals with a grotty looking chariature of a control-line modeller clutching a pranged model aeroplane, tangled control lines etc, on the chest, with "STOW'S CREW" emblazoned across the back in letters about 3 inches high. This actually caused quite a deal of confusion among many from interstate, as Ivor F Stowe from Sydney - AUS 1 (latterly known as Ivor F), famed non-conformist and stirrer, had quite a reputation and following. It took several days for all to realise that the Adelaide contingent were totally separated from him. I don't think we were even aware of his "fame" at that stage. We came to appreciate quickly though that he and Arthur Cooper seemed to be the terrible twins, and characters that certainly stood out.

From those Nats I recall discussions with Ken Taylor, Doug Grinham, Brian Eather, Reg Towell - prominent C/L stunt merchants. Doug Murray from WA was a really good R/C aerobatics flyer who claimed to have practised by chasing wedge-tailed eagles. We were really impressed by this at the time. Doug Saxby (CMFC) was a successful Adelaide R/C aerobatics flyer then. At this level, those guys used the latest USA radio gear of the type mentioned above. We saw some speed flyers doing "pavement grinding" to stop the engine of speed model after premature separation from the take-off dollies caused prop blades to be sheared. Typical was say a Dooling 60 (10cc) doing 30,000+ RPM with no load. They quickly seized or blew up if not stopped.

We entered a few contests at the Strath Nats, but had a great time being involved with the events and people - watching, talking, learning, exaggerating, and helping out the SAAA (now MASA) host state organisers in general. That is a part of the essence of aeromodelling fellowship that endures to this day.

It was here that I was asked to pilot the class B (5 cc) team racer belonging to Wes Penfold. All was going OK, but on the last pit stop, a restarting backfire (no mufflers used) caused the glowplug powered model to be consumed totally by an invisible methanol fire. That was my only experience with team racing, but not as diabolical as rat racing. I remember that Wes Penfold entered a large number of events then, many free flight - he was a famously successful and respected modeller and author, who won many events, and he also competed internationally.

Entrepreneur Kym Bonython had a brainwave in the '60's for his Torrens Road Rowley Park Speedway - the Battle of Britain! He attracted modellers via the SAAA to fly C/L models through upward exploding fireworks. 'Planes flew 2 or 3

in a circle and many circles. I think this was held on 2 occasions. It seems that there was less model carnage than expected/required for this spectacle. It was fun for all though. Modellers were paid for flying (one pound I think - \$2 today), but that could buy quite a lot then, and more was paid if the model was written off. Fireworks certainly damaged models with scorch marks and holes, but I don't recall any being actually "shot down" in flames.

There are some interesting memories from the annual State C/L Champ days held on Stewart and Lloyd's property (paddock?) on the corner of Churchill and Grand Junction Roads. Speed - Bruce Dawe (Dennis the Menace), Len Buck - famous for splitting open his trousers while wrestling his speed model at the pylon. Team race names that spring to mind are Jack Oeames/Ray Silva, Kevin Green, Malcolm Pring/Trevor Dowling. Not many people would recognise these names today.

I was a member of Woodville Model Aero Club 1968 -1974, during which time I continued to build and fly mainly stunt and scale control line models. Club flying venues were the Saint Claire Oval and later - the middle of Harold Tyler Park (the greyhound racetrack) on Days Road. Club meetings were at the greyhound club rooms. Members included Bill Lowry, Mick and David Nearmy, Ken Kane (Scale builder), Richard Tapp (Uni student then), David Burke, Glen Stanford and Keith Jolley.

My aeromodelling activity lapsed after that due to a young family, moving, new house, etc. I'm sure you have all heard this story before. I resumed this hobby in 1994 as a novice R/C flyer at Skyhawks Club knowing that my pet liking of scale and aerobatics were all possible. I found that assembling an Aeroflyte Hustler Mk 3, my first trainer kit posed no great problem, but the prior control line piloting experience was no help with handling the transmitter sticks. Training was by "pass the transmitter" method, since replaced by the mandatory "buddy box" system - a good job too. Some of my instructors at that time included John Harman, Colin Daniel, Barry Handley, Trevor Dunford, and Dennis Haaren.

In this modern age, youth has many pursuits in life, and comparing with earlier aero club years, it is sad that there is an obvious overall lower percentage of juniors in the membership mix.

The advent of ARF models have led to the erosion of the absolute need to build a model, or even not thinking of building so long as moolah is available from somewhere. Regrettably this is a sign of the times and many people have limited leisure time, and/or are unable to spread out to have modelling space in the house as well. When models are damaged, the thought of "take it apart and fix it yourself", sometimes occur. This is encouraging, and I hope it continues. If this does not eventually lead to modellers having a go at scratch building (even a kit), then the modelling future may be destined to having ARF models as the norm. I am saddened to think that old sods like me belong to a dwindling list of scratch builders, and that these building skills may be at risk of reducing further to almost non-existent.

I wonder just how aeromodellers in another 50 years' time, might regard that which we call cutting edge today.

Anyway, if you have arrived at this point in your reading, thanks for the attention. I hope that you have gained a bit of a quick insight into how some aeromodelling aspects and ways have evolved over the decades. I have made

valuable friends over the years who have a like interest, and sincerely hope that our hobby gives you all as much enjoyment that it still does to me.



Peter Lyas AUS 3458

Bordertown Aerotow 2020

WHEN: FRIDAY NOVEMBER 27TH - SUNDAY NOVEMBER 29TH
WHERE: BORDERTOWN AERODROME (YBOR) SOUTH AUSTRALIA



SAVE THE DATE

THE SIZE NEVER MATTERS part II

The model "Mini Twin Widow" reviewed in your February 2020 newsletter has been working overtime. As a hand launcher, I can fly it just about anywhere, being so quiet for an EDF jet. You can hardly hear it over a short distance. Now with over 100 flying sessions logged in the book,



The Golden Fleet

the hand launches can still be a bit of a challenge in various wind conditions as I have learned only a few days ago. Flying it off my favourite hill, while launching it in a bit of a cross-wind, the #\$\$@% thing got inverted during the launch heading down the gully but after a quick correction I just managed to pull out missing the ground by centimetres! It was the worse hand launch so far! So this happens every so often. Nevertheless, she now has three more even smaller sister ships, single EDF powered ones, which are even more challenging

due to their size, but all keep me on my toes while flying them. As I always said, the smaller they are the trickier they become!

On the other hand they are good prototypes for the couple of large ones I've built in the meantime, the "Golden Arrow" and "Golden Meduza", both powered by 90mm EDFs, 6 & 8S respectively.



Golden Glow

The 2 meter Arrow has already flown with some test flights off the beach. Still waiting for the right conditions to maiden the latest Depron creation the 'Meduza' this time fitted with working canards which makes things even more complex to sort out with perfect balance and mix to the Elevator function required.

Luckily I built a smaller scale bungee launching prototype to give me some idea what to expect C of G wise, but I'll never know what other bugs come into play with the one to one power ratio till I get it

airborne. My intention was to fly it a few days ago but that failed due to the unfavourable beach conditions, but there's always next time.

Joe Frost



Golden Meduza



Golden Meduza



Beach run

MINUTES OF THE MASA EXECUTIVE MEETING

**A meeting of the MASA executive was held on 3rd June 2020
via Zoom Teleconferencing**

Meeting opened by the President at 7.35Hrs

PRESENT: President, Vice President, Secretary, Treasurer, Adelaide Aero-Modellers [AAC], Adelaide Model Aero Sport [AMA], Adelaide FPV Racing [AFPVR], Barossa [BVMAC], Concorde, Constellation [CMFC], Helicopter [SARCH], Holdfast [HMAC], Goolwa Indoor Model Flyers Club [GIMFC], Indoor Flyers [SAIF], Moonta [MMAC], Noarlunga [NMAS], Northern Soaring League [NSL], Old Timer [OT], Onkaparinga Radio Aero Modellers [ORAM], Newsletter Editor, Pylon [SAMPRA], Scale Society [SASOSA], Skyhawks [SA], South Coast [SCMAS], South Hummocks [SHMAC], Southern Soaring League [SSL], Strathalbyn [SMAC]

VISITORS: Nil. **APOLOGIES:** Nil

Minutes of previous meeting It was moved by the President seconded by the Vice president, that the minutes of the previous meeting be accepted. Carried.

BUSINESS ARISING FROM PREVIOUS MINUTES

MAAA Assistance Scheme. The MAAA has completed their review and the two successful clubs SA Skyhawks and Concorde have been notified.

AAC Trophy Support. The request for updated information has be supplied to MASA enabling the Treasurer to process the reimbursement.

CORRESPONDENCE IN

Revenue SA	-- SA Land Tax Changes 20/21
Treasurer	-- Financials
Paul Goss	-- Agreement to Share farm Finniss
Anderson Solicitors (2)	-- Request for information
Concorde (2)	-- Request for lease cost reduction
	-- Notice of break in. Ins Claim
Naracoorte	-- Covid19 Restrictions

CORRESPONDENCE OUT

Club Secs	-- MAAA conference outcomes
Anderson Solicitor (2)	-- Information supplied
Concorde	-- Confirm receipt of email

BUSINESS ARISING from Correspondence

Revenue SA. A letter has been received in relation to changes in land tax as of June 30 2020. The secretary is to respond with details in relation to the land owned by MASA at Pinnaroo. The timeframe for responses has now been extended out to July 31.

Share farming Lease. A meeting held on site at Finniss with the farmer. MASA and club representatives have ascertained the lease requirements and this information has been forwarded on to the solicitors who have subsequently prepared a lease. Sign off by all parties is anticipated to be finalised mid July.

Concorde. The club requested MASA consider a reduction in lease costs for 2020 owing to the lockdown effects of COVID 19.

In reviewing the request, it is the view of the executive that irrespective of the amount requested, two main contributing factors listed below require close consideration in determining an outcome.

- The MASA/Concorde lease has no provision for reduction in annual lease payments.
- The Constitution through the Incorporations Act, where MASA is prevented from paying or transferring member funds directly or indirectly back to members.

In working towards a solution, the MASA executive suggested the \$500 requested deduction by the club be deferred from the lease payment due 1/7/20 and this amount be added to the following full years lease costs.

Should the option not be acceptable, the request for a reduction in rental costs for this year then be listed for discussion at the next full committee meeting of MASA.

Concorde Break in. The club advised of another intrusion into club facilities at Reeves Plains and requested assistance in the insurance claim process. Current claim information has since been provided by MAAA for the club to progress a claim.

Covid 19. With the latest easing of restrictions some clubs have advised of their move forward on reopening their fields on a compliant restricted basis and on doing so raised questions to some aspects of compliance.

MASA executive are working on an update which will be forwarded out to club secretaries to help clear up any misconceptions in the legislation and emergency powers act.

MEMBERSHIP 844

Clubs Affiliated with MASA (29)

Senior 820

Junior 24

Life 6

CATEGORY REPORTS No category report from ACC this month.

GENERAL BUSINESS

MASA component in MAAA Assistance Scheme. The MAAA advised that two SA clubs were successful in the scheme this year and more applications could have been included if the states back their applicants with a financial contribution thus making available funds stretch further. The executive proposes this item be included for discussion for the next full committee meeting.

MASA AGM. As the current conditions improve the potential to conduct an AGM becomes more of a reality, however the current venue remains unavailable for this purpose owing to its physical size limitations. The secretary has been tasked to investigate an alternate venue that can cater for the current separation requirements. Cosgrove Hall (The former HMAA Auction location) has been suggested along with an Education department venue at Hindmarsh.

MASA Interclub Trophy Challenge. The Vice President advised that planning is still happening quietly in the background and is hopeful the competition will commence as conditions permit later in the year. MASA will be supporting clubs who elect to make their venues available to host elements of the challenge as an incentive in participation.

Category Reports. The President requested that AAC be contacted re their category reports for the newsletter. The secretary is to follow up.

Zoom. The executive discussed and agreed to the concept of using Zoom video conferencing at future committee meetings to allow our distant affiliated club representatives in participating at MASA meetings. A subscription with zoom along with the details are still to be worked out and the secretary will advise accordingly.

There being no further business. Meeting Closed 21.20 Hrs

**Next Executive Meeting Wednesday 1st July 2020
7.30PM via Zoom Teleconferencing**

Classifieds

FOR SALE

E-Flight Twin Otter float plane with AS3X receiver and 3s 2200 Battery.

Flies great. Just bind and fly to Spektrum TX. Includes wheels.

Bargain \$200.00

Contact Wayne Miller 0408 805 308



President Message

Another month has past, and we are slowly coming out of the Covid-19 restrictions are slowly easing. Most clubs are now operating albeit on a limited basis in line with the current restrictions. By the time you read this the restrictions will most likely be quite different, however there is light at the end of tunnel.

During the restrictions, the MASA regular MASA meetings were replaced with a meeting of the Executive committee utilising Zoom. This proved successful and could be a theme for future meetings; the Executive is considering running a Zoom meeting in conjunction with the normal face to face meetings so as to enable country clubs to participate. It is hoped that our regular meetings will recommence soon. The Executive is also looking at venues which will enable us to hold the Annual General meeting and conform with social distancing rules.

The annual MAAA Council Conference was also replaced with a Zoom meeting involving the Presidents from all States and Territories. Issues discussed related to one which had to be addressed in order to keep all organisations functioning; these issues included the setting of fees, agreeance on a the 2020 – 2021 and budget, acceptance of insurance proposals to name a few.

One agenda item related to the awarding of life memberships, MAAA Service Awards and Hall of Fame nominations. I am pleased to announce the MASA members Peter Leaney, Bob McEwin and Lindsay Petersen were awarded the MAAA Service Award. In short, the service award is given to members who over a long period of time has worked behind the scenes to promote aeromodelling in their respective states. On behalf of MASA I extend my congratulations to Peter, Bob and Lindsay and thank them for their services to aeromodelling and Model Aerosport S.A.

A resume of all three members follows:

Peter Colin Leaney Member 32266

Peter Collin Leaney

Member 32266

Joined 10/08/87

Willunga Vintage Model Aircraft Club

Citation: Mr. Peter Leaney is currently a member of the Willunga Vintage Model Aircraft Club and assists in organising many Old Timer Events. Prior to moving to South Australia Mr. Leaney was an active aero modeler in New South Wales.

Although Mr. Leaney is a member of the Willunga Club, he has over many years assisted other clubs in running major events. One of the noticeable events being the Constellation Golden Era and regular de Havilland Fly Ins and sidewalk sales.

Mr. Leaney has for many years been an active member of the MASA committee and has volunteered for numerous tasks to assist in the promotion of MASA and aeromodelling.

He has for many years sourced promotional merchandise such as trophies, sails and other items on behalf of all clubs.

Mr. Leaney is a worthy recipient of this award.

The following has been provided by Peter as an insight into his life as an aeromodeller.

At the age of 12 or 13 years old, I was introduced to aeromodelling by my uncle, an ex RAAF radio operator. To keep my cousin and me busy over school holidays at Burra, my uncle encouraged us to try building some small gliders. We met with some success and moved on to rubber power where a 10 second flight was greeted as a major victory. The Keil Kraft "Chief" tow line glider was the highlight of that era.

The aeromodelling hook was set for life. When visiting a school friend, I saw he had a little narrow cardboard box full of magic things like a plan, bundles of balsa wood and a shiny tin plate tank. It was a C/L kit and I had to have one. Although money was short, my mother bought me a kit and a Taipan 2.5 cc diesel engine for a birthday present, JOY. My cousin also scored so the next Christmas holiday was learning to fly on the salt flats at Fisherman Bay. These little models accompanied us on many holidays.

The "Great Attractors" at the time were the Hobby Shop situated in Gawler Place, Adelaide and Colley Reserve, Glenelg where I met many model builders and flyers, Malcolm Pring and Ivar Stow, fondly known as "Stowie" among them. We were game for it all with stunters, team racing and of course combat, nobody could beat "Stowie." Malcolm Pring, a schoolteacher was a great encouraged to us all and allowed us to use the wood work shop at his school for some building on a Saturdays.

With no basic income to support my habit I took to building control line models for the hobby shop owner, Brian, I think. On one visit he offered me a "starring" role in his upcoming TV program on channel 9; over a few shows we were going to build a small 049 powered model and on short lines, fly it in the studio. Luckily, it was not colour TV as the blood didn't show when I sliced my finger cutting cloth. Like all aeromodellers I used what was at hand to stop the flow of blood, C22 balsa cement did the trick. Success was ruined when the COX 049 refused to start. My T.V career suddenly came to an end.

With school days ending and no money to buy R/C gear it occurred to me that if I studied electronics, I could learn how to build my own equipment. I obtained a position at WRE, now DSTO, and at taxpayer expense learned how to do just that. During a stint at Woomera I shipped up all the materials to build a John Marquette "Cicada". This was the models of the day and because it was clunky, my work mates called it a Brick Bomber.





I joined Constellation Model Flying Club (CMFC) and with Graham Ward importing Orbit servo mechanics, built a pile of servo amplifiers, Doug Saxby paid for his with a "Taurus" kit with fiberglass fuselage and foam wings.

As with most of us, Aeromodelling then took a back seat to girls, water skiing, marriage, and house building. Extended by the construction of two speedboats, one from scratch.

In 1972 I relocated to Melbourne, so off to the Hobby Hanger to see Tony Cincotta and purchased a set of Futaba gear. Tony recommended a few clubs but, in the end, joined Victoria Association Radio Model Soaring (VARMS) and took to slope and thermal glider. VARMS was a great club with lots of fantastic flying sites, Mount Hollowback, Glenfern Road, Camperdown and Dandenong Ranges. Whilst with VARMS I flew with Ralph Learmont, Southern Sailplanes, and the legendary Col Collyer. Victoria is a great aeromodelling state with lots of clubs to visit.

<https://varms.org.au/>

In 1977 I relocated to Sydney, shock number one being there are no nice rolling hills for slope soaring. Took to flying with the Northern Beaches guys over cliffs at Long Reef, Mona Vale and other surf beaches. Landing was a challenge due to the savage rotor behind the cliff so best done on the beach after a scramble down. If you picked the correct spot, you could give the sunbathers a smile



and a nice look. Sometimes we flew from West Head over the harbour and occasionally at Stanwell Park, this is where Hargrave did most of his kite research, but it was a long drive.

Driving near Turrumurra, I noticed a little park suitable for a bungee launch so started flying there, this attracted other guys and we formed a small club, "Sunset Soaring", which is still active. We were limited to bungee launch and electric; electric was very limited at the time due to can motors and NiCad batteries.

<http://sunsetsoaring.org/wp/>

Joined Warringa club, WRCS, flying at the Jack Black field only 25 minutes from home. The field was an old quarry hacked out of the Sydney bush and some members called the area 'Death Valley' as an out landing in thick bush was a real health risk. Great club with terrific blokes and I had to learn to fly all over again with power. We had regular monthly competitions and I served a minor role on the committee as contest director. RCAS arranged interclub competitions at Nowra and I represented the club in thermal glider the year we won.



I became interested in old timers and joined SAM 1788, there is more to this than most folk realize as there are lots of classes and homework must be done. What model, what size, what class and where to you get an old motor. We flew all over the place, Canowindra, Blaney, Goulburn, Newcastle, Wangaratta, Albury and Cootamundra. David Owen and Gordon Burford often attended as they worked on a remake of Gordon's original 5cc diesel.

Attended and flew in the Nationals at Nowra in 2000, aeromodelling heaven.

<http://www.wracs.org.au/newsite/>

On the way to the field was the Ku Ring Gai Control Line Club at the St Ives showground and I often called in to catch the action. I heard that Bob Palmer, who designed the



beautiful and iconic "Thunderbird", was visiting from the USA and as I had built one, converted to radio, called to meet him. Much to my surprise Brian Horrocks was in town for his visit.

A common Sydney holiday was the beautiful drive up the east coast to Queensland, there are many suitable sites along the way for slope soaring so I always carried one. Coolum was a popular destination as several pals had retired there and the field was

spectacular, flew there many times. Chris Callow, pylon world champ, and his father were members at the time.

I retired in 2001 and moved back to Adelaide, joined CMFC, the local SAM chapter and later Willunga. As a member of the South Australia Old Timers Association (SAOTA) I attended many competitions locally and in Ballarat, Swan Hill, Cohuna and the Nationals in Loxton. Currently serve as secretary for this group.

I had an interest in Golden Era racing so that was the start of heavy involvement



up to the 20th anniversary race. I finished up building quite a few models, Turner Special, Hughes H1, Marcoux Bromberg, Midget Mustang and a P38 lightning. Flew in two races the best result being a third place in Radial. Better pilots than me now used my aircraft for many wins.

I served on the committee of CMFC as contest director and vice president in what was a very busy time, overseeing the new watering system and toilet. As the club

was short of instructors I did the course at Holdfast. Lots of interesting students but Frank "Tweek" Weeks was memorable, he was returning to the hobby. The first flight on the buddy box he got bored after 3 circuits and flipped the Boomerang inverted and flew through the sun. "It's yours!" he hoped, that was one boomerang that didn't come back.

My long-time interest in gliders saw me building a Flair KA8 and with help from Bob McEwin as the tug pilot did some aero towing, followed by trips to Lameroo and Deep Creek.

Two trips to "Oily Hand" in Cowra with Don Howie was a revelation, literally hundreds of diesel-powered C/L, free flight and radio models.

I regularly attended the MASA meetings as a delegate for Willunga and later as publicity officer. I also undertook the CFS course for issuing turbine permits. We got a lot done at the time with the RFDS day at Strathalbyn and other successful projects.

Sure, had some fun in the sun.

Lindsay Frank Petersen Member 17452
Joined 1990
South Coast Model Aero Sports Club.

Citation

Mr. Petersen is a member of the South Coast Model Aero Sports Club. He has been President of the club for many years and an active member of the MASA Committee. Lindsay lives approximately 85 Kilometers south of Adelaide in the small township of Goolwa. Although residing some distance from Adelaide he was until recently a regular attendee at the MASA monthly committee meetings.

The South Coast Club for many years flew from private property owned by a local farmer. As the farmer restricted the number of members allowed to fly at the field Mr. Petersen has over many years tirelessly looked for a permanent flying site to provide the club stability and allow growth. Many prospective sites were located and on two occasions contracts between the MAAA and Vendor were signed. These transactions

did not proceed due to formal objections. Mr. Petersen eventually located a flying field at Finniss south of Adelaide which was purchased by the MAAA.

Mr. Petersen also assists in running a regular indoor flying event at Goolwa to which many locals attend as spectators and potential members. School education programs are also conducted through this venue.

Mr. Petersen is well deserving of the award.

Lindsay has provided the following overview his aeromodelling journey:

I first took up aero modelling in my early teen years in the 1950's. Early models I can remember include the Hearn's Hobbies Hotrod control line with Frog 150 motor and two early free flight models Veron Cardinal and Kielcraft Gypsy rubber powered models.

As I lived on an orchard at Upper Sturt in the Adelaide hills a lot of my early control line flying occurred in the Belair National Park until a small club was formed at Blackwood when control line moved to Hawthorndene. Free flight moved to what is now almost the centre of Elizabeth, in those days construction of the city was progressing on the left side of the main road as you headed North with open paddocks on the other side of the road.



In my early twenties I got married and aero modelling came to a halt for a number of years while renovating an older house, the arrival of three children, and returning to study to obtain a degree in accounting.

I returned to modelling in a more casual fashion in my late thirties and forties with free flight at a field on private property somewhere North of Roseworthy and indoor at a hall in the northern suburbs. From memory I think the club was called South Australian Antique Aero Modellers.

In 1989 I moved to Kapunda and shortly after joined the Barossa club. This is where I learned to fly radio-controlled models, an early one being a second hand mark one Hustler which stood up to a lot uth Coast Model Aerosport and the Goolwa Indoor Model Flyers clubs; I am still an active member of both clubs.

I only consider myself as an average pilot and I fly a range of reasonably basic aircraft



including gliders, i/c power and recently have added a few of the “off the shelf” electric powered foamies. Throughout my flying career I have always had a number of old timers in my fleet as I enjoy flying them and they also remind me of my free flight days.

Robert McEwin Member 10591
Joined 26/08/94
Member Holdfast Model Aero Club.

Citation

Mr. Robert McEwin has been an active member of the MASA Committee since joining in 1994. He took on the position of MASA Newsletter editor just after joining and still performs these duties today. The publication of the monthly newsletter takes up a large amount of Mr. McEwin's time and effort. It is well received by members and an important communication tool. All members are complimentary of Mr. McEwin's efforts. The professional production of the monthly newsletter has enabled members in South Australia to keep abreast with aeromodelling activities around the state.

Mr. McEwin also is an active flying member who has participated in the Golden Era Racing Event from its inception. He is also an active scale modeler who readily assists members with building projects.

Mr. McEwin is well deserving of the award.

The following is an overview provided by Robert (Bob) of his life in aeromodelling:

My father was an aeromodeller about the time he left the Air Force in the late 40's. During the early 50's I was too young to fly but used to follow him around. By the late 50's early 60's I was taught to fly C/L on the area that became the Plympton

High School. The land owner and neighbors weren't model friendly, so we started to fly on a small park on the corner of Winston Avenue and Cross Road, Black Forest.

I still remember strapping a 6v motorcycle battery to my bicycle, tucking my Frog 500 powered model under my right arm and pedaling from Plympton to the reserve. The reserve was quite small so hitting stationary objects was a regular occurrence. I also remember riding my bicycle to Colley Reserve at Glenelg, I think in the 50's or 60's to watch C/L models fly not realizing I would one day be a member of that club.



After I had crashed most of my father's models, I started to build my own from whatever I found lying around the workshop. Some of the designs were very innovative and most flew. My glue of choice was Tarzans Grip from the local corner shop. My father purchased my first engine, a Taipan 2.5cc diesel (blue top) after I mowed the lawns for what must have been one hundred times to earn it. He took me to Gordon Burford at West Beach where Gordon assembled the engine, placed it in his lathe and fired it up. He then presented me with a can of the fuel he used, which I believe was traditional. I kept and used that engine for many years until my younger brother converted it into a gearshift knob for his hot rod (yes, we still talk to each other).

In the mid 60's my father accepted a managerial position with the RAA and moved the family to Mt Gambier. I joined what I think was the Mt Gambier Experimental Engineers Society. They built mainly trains and boats with a small band of aeromodellers. The local Jeweler, Mr. Hog I think, supplied a meeting room and workshop, again, mainly set up for trains and boats. Every year the club would travel to the Collie family property at Mumbannar, which is just across the border in Victoria, for a fun fly. This is where I was first introduced to proportional radio control. If memory serves me, it was a young Michael O'Reilly with a 4 channel model and I was smitten. I had to get into this.

The next few years are a little clouded but I do remember starting an Electrical Fitter apprenticeship at what was in those days, Panelboard. Aeromodelling took a back seat as I discovered motor cars, water skiing and girls. I got married and all thoughts of model aircraft vanished.

One day, a gentleman by the name of Neville Dix joined the workforce and he turned out to be a keen builder of model aircraft. My interest was rekindled. My introduction to R/C was an OS 4 Channel radio, a Cougar I think. I learned to fly initially on a rudder elevator glider and then moved on to a Dave Platt Contender with OS50 power. I was so short of money I used plywood cover sheets from work to build the fuselage on this model (It crashed a lot during the learning process) In those days, we considered it a





very successful day if we returned home with a functioning radio. Neville and myself entered the Nationals held at Loxton in the 70's. He entered scale with a P39 Airacobra and I entered ¼ midget (my first pylon event) and a gliding event. I remember my first ever pylon race asking Neville how come I was the only one in the air, "because everyone else has finished" was the reply. I didn't fare much better in the gliding event. It was a low budget affair (we slept in the car).

It became apparent to the keen aeromodellers that the existing club wasn't a good fit so we started a new club. I sent out invitations and the first meeting was held at my residence. Rightly or wrongly we named it the "Stick Wigglers Society". I was the first Chairman and I still have one of the T shirts we

made. It doesn't fit anymore as the material seems to have shrunk over the years. I'm not sure but over time I think this club morphed into the current club in Mt Gambier. We flew on a private property at Yahl (from memory) owned by a neighbor (his name escapes me). We also flew slope at "The Bluff" half way between Mt Gambier and Millicent and "Mt Muirhead" just out of Mt Burr frequented by early hang glider pilots.

It was during this time I learned to fly and achieved solo, passenger and basic aerobatic ratings for sailplanes at Millicent. I was the first pilot to go solo aerotow in the club (we normally used a winch). My father was the first club president. I arranged for the club to host our aeromodellers to give the sailplane pilots a try at model flying and in return have a passenger flight in a glider. The glider pilots soon realized it wasn't as easy as it looked and I lost my favorite Webra Speed 61 and Doug Saxby Tiger Tail combo in a spectacular loss of control.

When my private life went feral, I returned to Adelaide and aeromodelling once again went on the back burner.

I remarried and a year later accepted a four-year management position in Singapore and on the second Christmas, I received an ARF Chipmunk, Enya 53 and Futaba FF7 from my wife. I remember saying to her at the time, "Do you have any idea what you've just started?" If you ask her today..... I have a two car garage which has never seen a motor vehicle in the 30 years we have lived there.

I joined "Radio Modelers Singapore" and became well-known at Singapore Hobbies. I'd crash my helicopter and go for spares. Jonnie wouldn't even ask me, he just collected the parts he knew I'd need. It was like a repair kit for Bob. Radio Modelers





Singapore mainly flew ARF models and I build a couple. I preferred to build and it was quite a challenge constructing models under the first-floor stairs in our small condominium.

On returning to Adelaide in the early 90's I joined HMAAC, did a stint on the committee and as President, presided over the new clubrooms and renegotiating a larger field with the landlord. I also started a newsletter which is still being produced today all be it in a different form. Around the mid 90's, I promoted a simple monthly competition

on Sunday afternoons which morphed into Point Ten pylon, which is still running today. I believe the success of Point Ten lies in the simplicity of the rules which makes it all but impossible to "bend" them.

When I left Singapore, I had some room in the container so I purchased a number of kits, one was a Midwest AT6. The late Leo O'Reilly suggested I get a hurry on and build it so I could join in the inaugural Golden Era Races. I built it in 7 weeks just in time for the races. Over the years I competed with limited success in most of the Golden Era Races flying in Warbird, AT6 and F1 classes. I played a minor role in the running of the 20th anniversary Golden Era but did not compete due to an accident involving my ever-faithful Corsair during practice. Instead I did light duty on pylon three.

I competed for many years in the monthly pylon events held by SAMPRA at CMFC.

I built a glider tug and for a number of years joined SSL members at Lameroo, Milang and Deep Creek flying the tug and a couple of sailplanes. I have plans to build a model of the sailplane I did most of my full size training in, a Kookaburra ES52. In 2004 I volunteered to help with the Open International F3B competition at Milang.

I did pylon one light duty at the Australian Pylon championships at Murray Bridge in 2017.

I applied for the position of MASA Newsletter Editor in June 2001 when Trevor Hoffman retired. At that time the newsletter was printed and taken to the printer to be photocopied. I encouraged MASA to purchase software and computer equipment and began presenting the newsletter to the printer in digital format which led to a much-improved finished product. I still enjoy (well most of the time) putting the newsletter together.

I still fly Point Ten and occasionally Q500, continue to have a keen interest in model building and assist modelers with short kits and foam wing cores which I produce on my CNC machines (CNC being a legacy from my working days).



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MASA EVENTS CALENDAR 2020

DATE EVENT

VENUE

HOST

***The events calendar
will return when club
fields re-open, which
we hope isn't too far
into the future.***

The views expressed in this Newsletter are those of the writer of the article and not those of the Newsletter or MASA Inc.
Closing date for each Newsletter is the **Monday** prior to the MASA meeting. (First Wednesday each month)

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Registrar
Senior Flying Instructor

ANNUAL FEES: 2019 - 2020

Senior \$118.00 Pensioner \$118.00 Junior \$59.00
Reductions apply after 1st Jan. **FOR NEW MEMBERS ONLY**

Club Affiliation Fee \$10.00 for all Clubs
Please note:- **Member clubs of MASA must affiliate through the MAAA**

CATEGORY MEETINGS

Control Line Second Tuesday monthly at 8.00pm
Seven Stars Saloon, Angas St, ADELAIDE
Radio Control Nil

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